United States Patent [19]

Bott

[11] **4,162,755**

[45] **Jul. 31, 1979**

[54] **LUGGAGE CARRIER ASSEMBLY**

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[21] Appl. No.: **845,846**

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[51] **Int. Cl.**[2] **B60R 9/00**

[52] **U.S. Cl.** **224/326;** 105/482

[58] **Field of Search** ..... 224/29 R, 42.1 R, 42.1 D, 224/42.1 E, 42.1 F, 42.1 G; 248/187; 280/179 R; 403/171, 172; 105/478, 482

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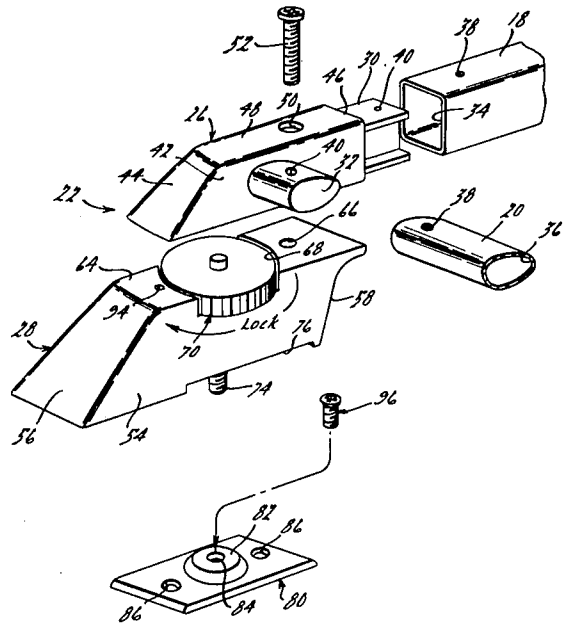
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Primary Examiner—Trygve M. Blix
Assistant Examiner—Winston H. Douglas
Attorney, Agent, or Firm—Harness, Dickey & Pierce

[57] **ABSTRACT**

A luggage carrier assembly is disclosed herein which is of the type adapted to be detachably secured to the roof or similar horizontally extending surface of an automotive vehicle or the like, the carrier assembly comprises a pair of spaced parallel article constraining members, such as crossrails or utility bars, and a pair of stanchion elements are associated with each end of each of the members; each of the stanchion elements is adapted to be secured to the roof of the associated vehicle by means of a generally vertically extending stud-like member having a lower end portion which is adapted for detachable engagement with a mounting device on the surface of the vehicle, with the upper ends of the stud-like members being cooperative with annular wheel-like members which may be manually grasped to move the stud-like member between engaged and disengaged relationship with the mounting devices on the vehicle, whereby the carrier may be selectively secured upon the vehicle surface and be conveniently removed therefrom during periods of non-use.

15 Claims, 16 Drawing Figures



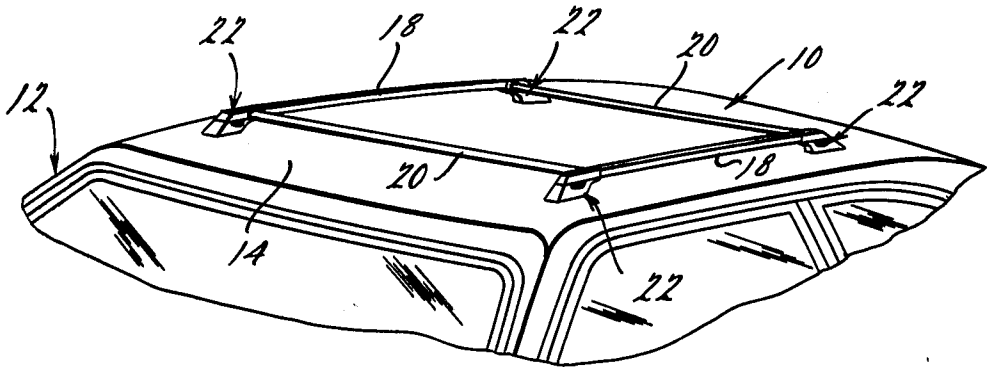

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FIG. 1.

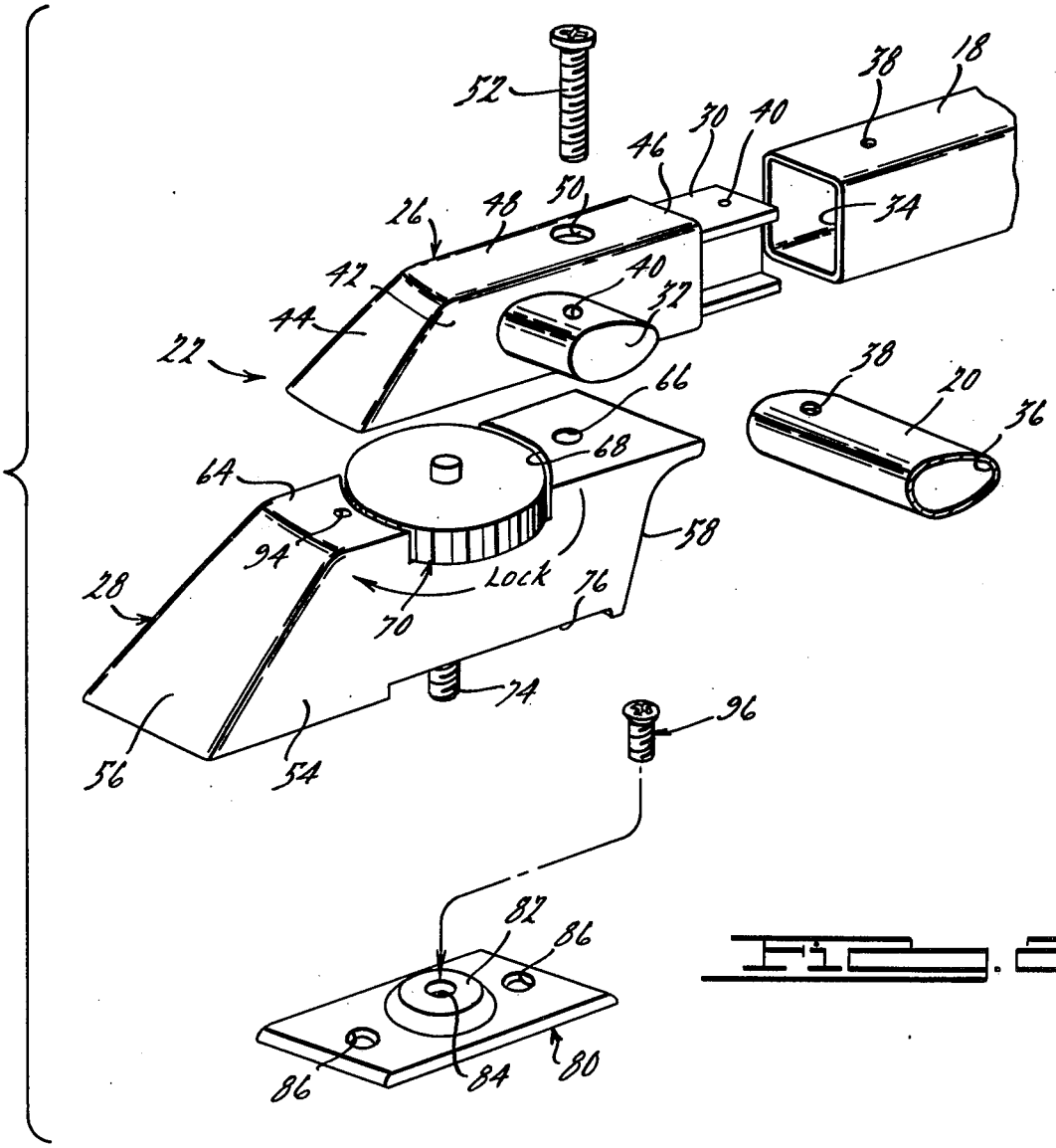

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FIG. 2.

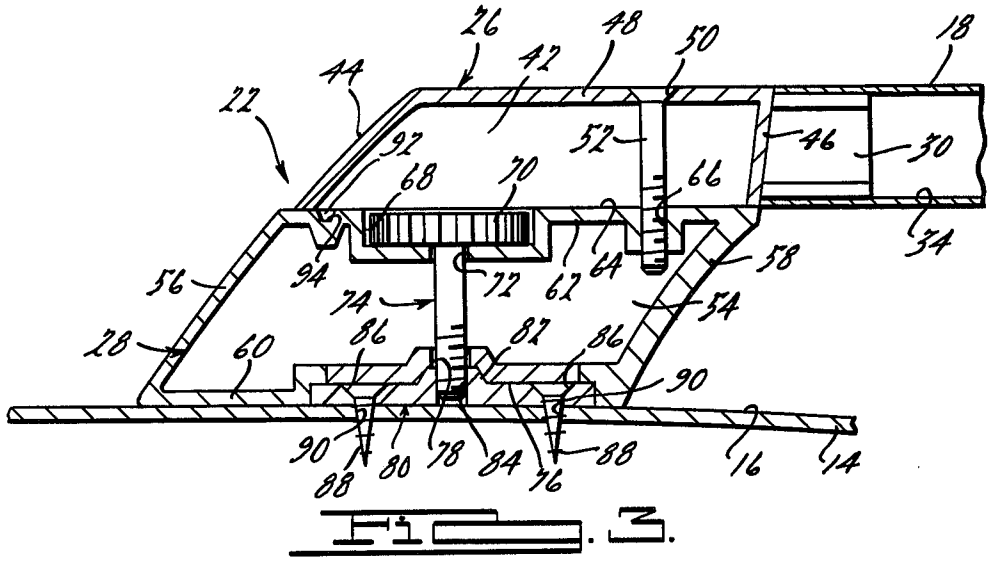


Fig. 3.

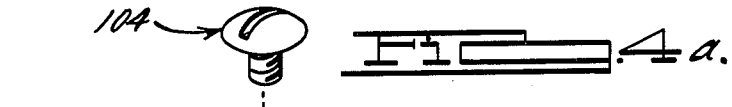


Fig. 4a.

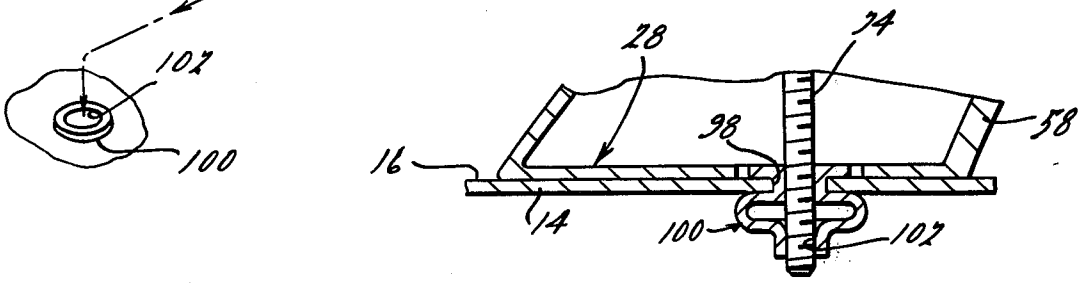


Fig. 4.

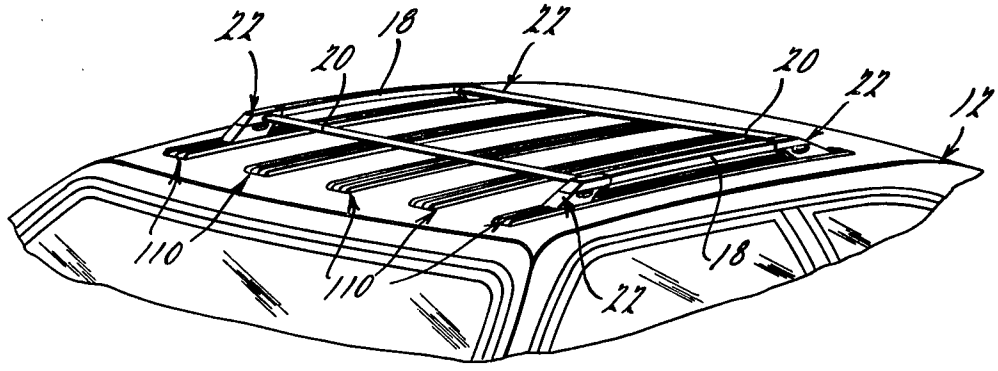


Fig. 5.

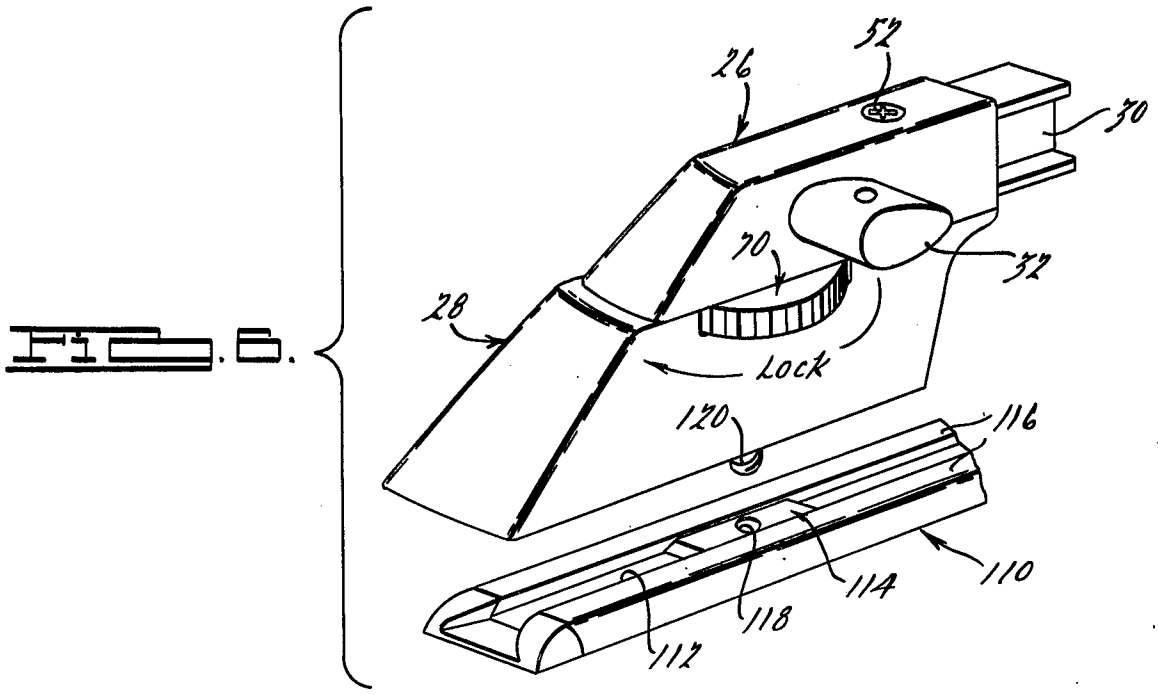


FIG. 6.

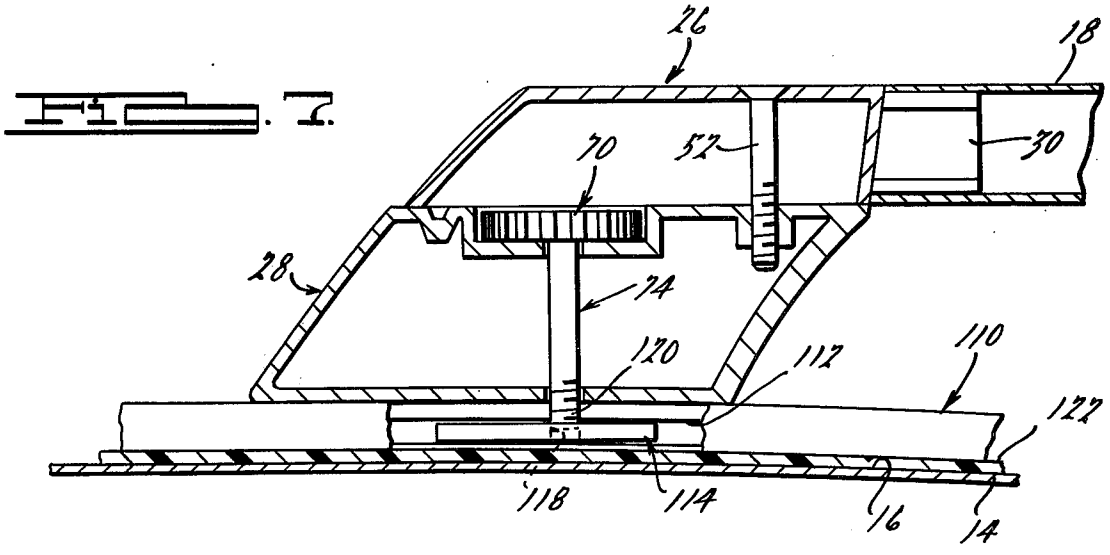


FIG. 7.

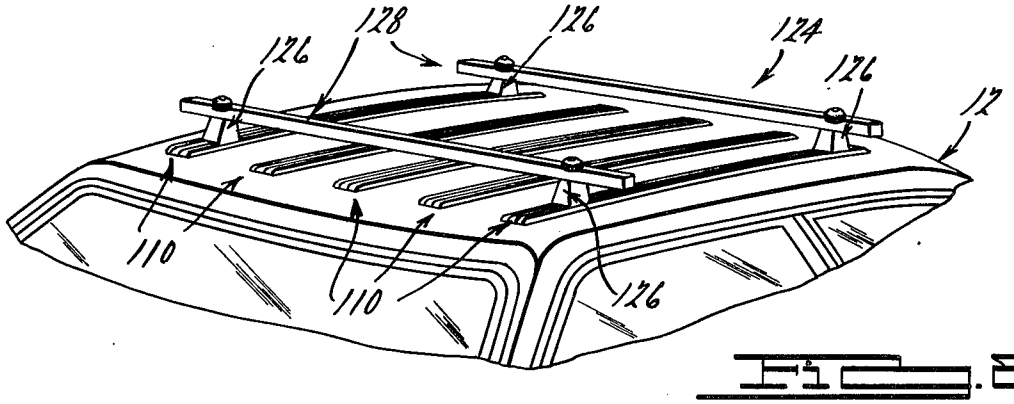


FIG. 8.

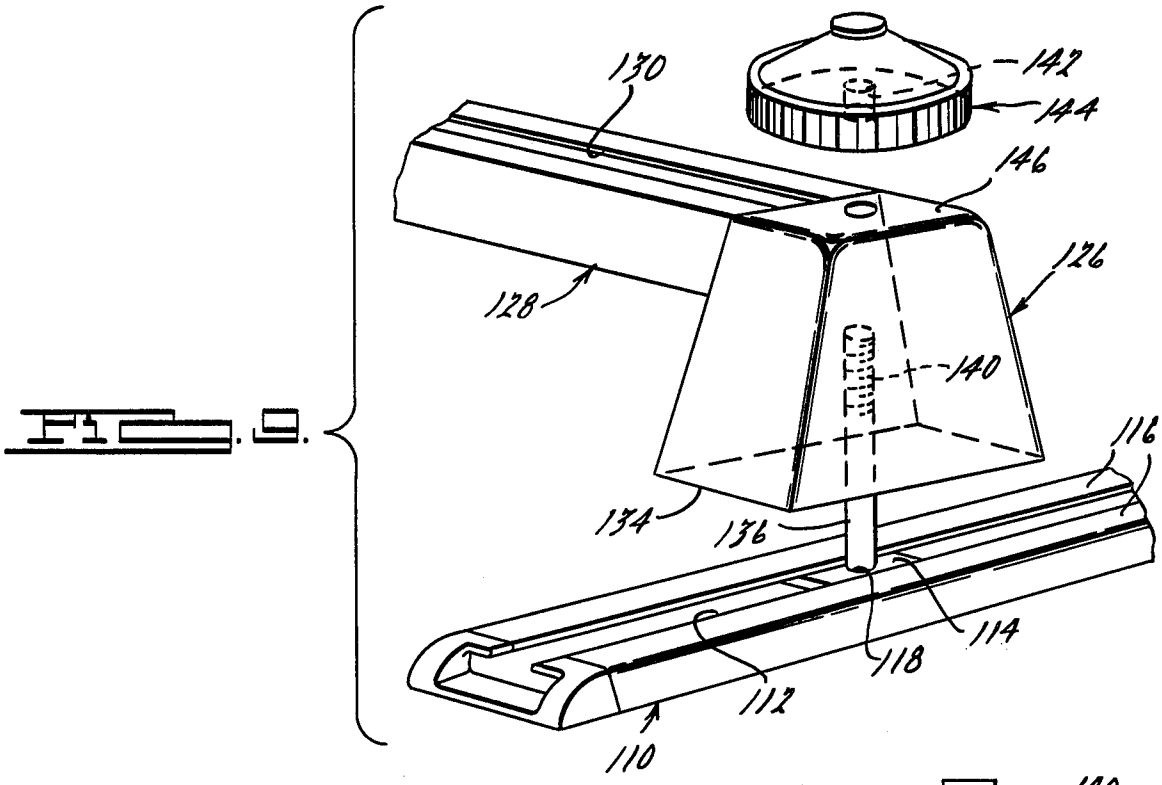


Fig. 9.

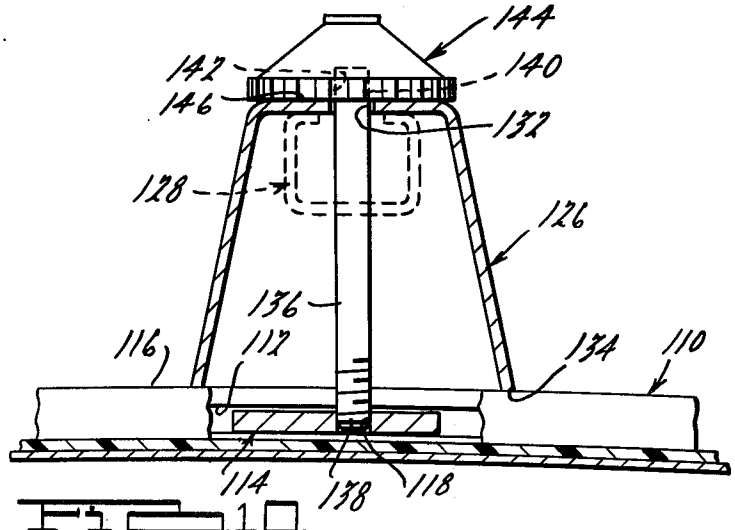


Fig. 10.

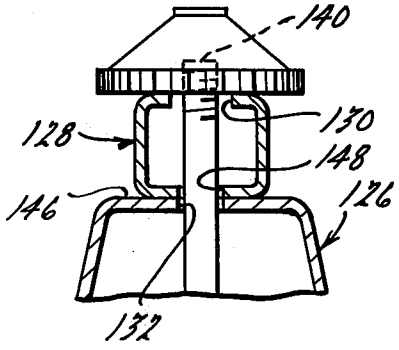


Fig. 11.

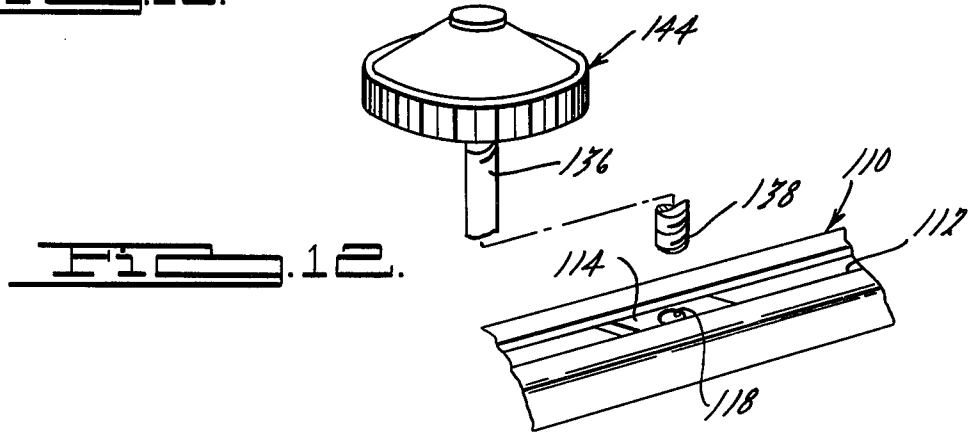


Fig. 12.

Fig. 13.

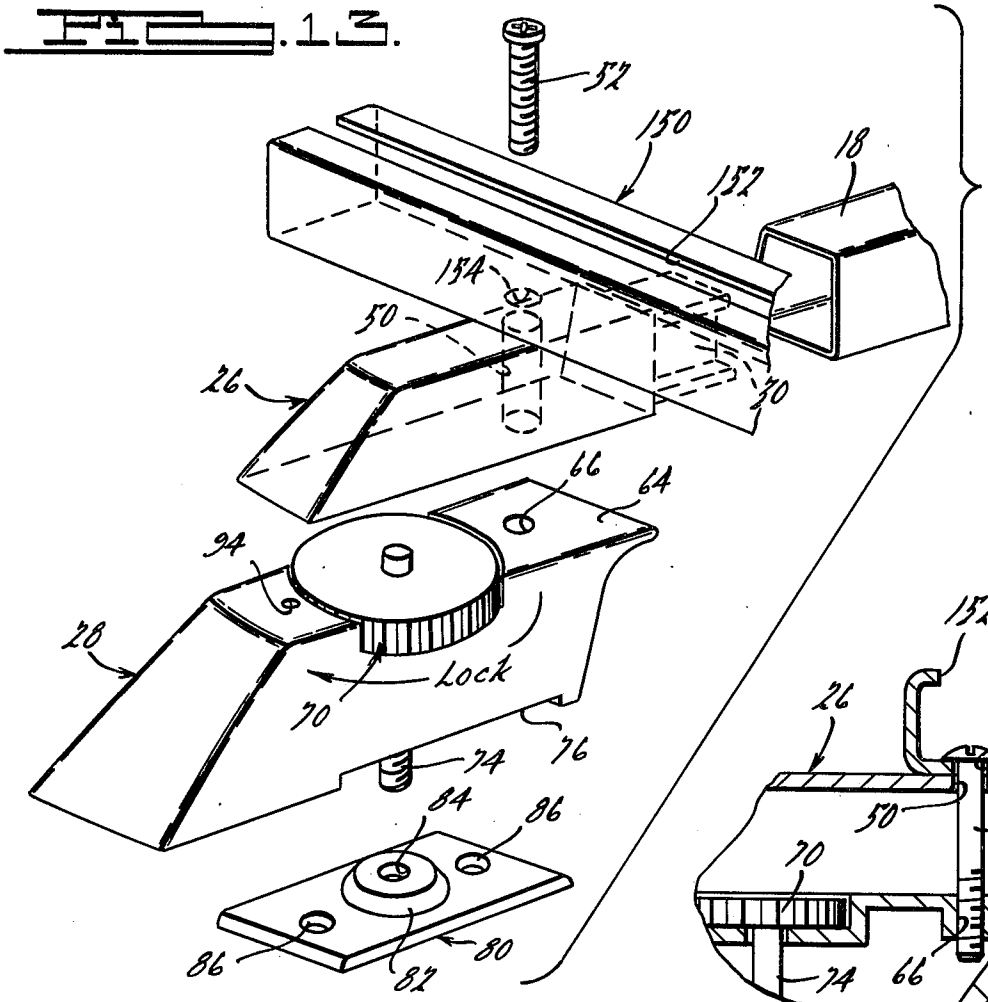
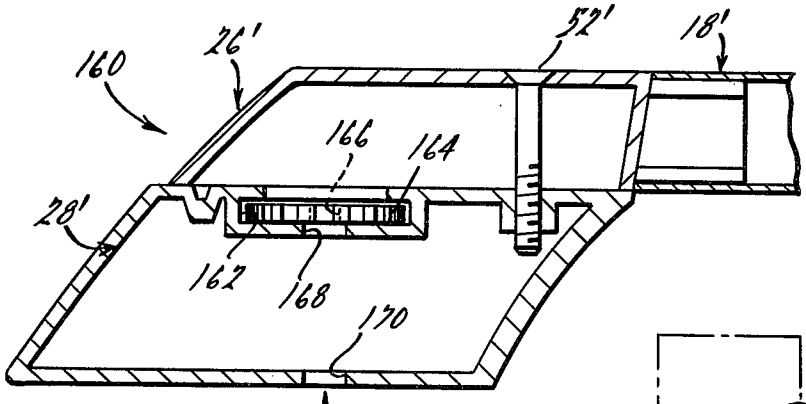


Fig. 14.



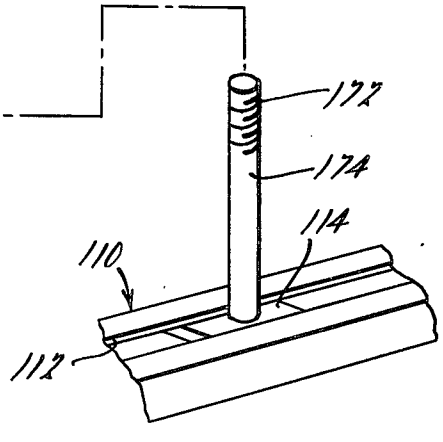


Fig. 15.

LUGGAGE CARRIER ASSEMBLY

SUMMARY OF THE INVENTION

This invention relates generally to vehicle luggage carriers and more particularly, to a new and improved luggage carrier which is adapted to be detachably secured to the roof or similar portion of the vehicle so that it may be conveniently removed during periods of non-use and be remounted upon the vehicle with a minimum amount of time and effort.

It is accordingly a general object of the present invention to provide a new and improved luggage carrier of the above-described type.

It is a more particular object of the present invention to provide a new and improved luggage carrier assembly which may be conveniently attached and removed from a vehicle.

It is a related object of the present invention to provide a new and improved luggage carrier of the above-described type wherein the luggage carrier is secured to the vehicle roof portion at each of the four corner stanchions of the assembly, with each stanchion being provided with a generally upright stud-like member having a manually engageable or graspable element adjacent the upper end thereof and having a lower end portion adapted for detachable engagement with mounting means on the vehicle.

It is a more particular object of the present invention to provide a luggage carrier of the above-described type wherein the mounting means may be in the form of a tapping plate secured to the vehicle surface, a riv-nut secured to said surface, or may be in the form of two or more longitudinally extending slat-like members having slidable tapping plates disposed thereon, whereby to provide for longitudinal adjustment of the article constraining members which extend between and are supported by the stanchion elements.

It is another object of the present invention to provide a new and improved luggage carrier assembly, as above described, which may be in the form of a luggage rack consisting of a pair of longitudinally spaced lateral extending crossbars and a pair of longitudinally extending laterally spaced side rails.

It is a further object of the present invention to provide a new and improved vehicle luggage carrier assembly wherein the stanchion elements may be of a multi-piece or multi-section design, whereby to permit different portions of the stanchion elements to be fabricated of different materials and/or have different sections thereof be of different shapes to accommodate different vehicle roof configurations.

It is still another object of the present invention to provide a new and improved luggage carrier of the above-described type that is extremely pleasing in appearance, which is of a rugged and durable construction, and which may be economically manufactured and have a long and effective operational life.

It is still another object of the present invention to provide a new and improved luggage carrier assembly, as above described, which will find universality of application in supporting articles such as luggage, suitcases, and the like and/or may be provided with utility bars, whereby somewhat larger articles such as ladders, skis, boats, surfboards, bicycles, etc., may be conveniently attached to and carried upon the associated vehicle.

Other objects and advantages of the present invention will become apparent from the following detailed description taken in conjunction with the accompanying drawings.

BRIEF DESCRIPTION OF THE DRAWINGS

FIG. **1** is a fragmentary elevated perspective view of one embodiment of the luggage carrier assembly of the present invention, as shown in operative association with a typical automotive vehicle roof;

FIG. **2** is an exploded assembly view of one of the stanchion elements incorporated in the luggage carrier assembly shown in FIG. **1**;

FIG. **3** is a cross-sectional view of the assembled stanchion element shown in FIG. **2**;

FIG. **4** is a fragmentary cross-sectional view of a slightly modified embodiment of the stanchion mounting arrangement shown in FIG. **3**;

FIG. **4***a* illustrates a closure element for use in closing the mounting aperture incorporated in the structure shown in FIG. **4** at such time as the stanchion element is removed from the vehicular roof;

FIG. **5** is an elevated perspective view of another embodiment of the vehicle luggage carrier assembly of the present invention;

FIG. **6** is an elevated perspective view of one of the stanchion elements incorporated in the luggage carrier shown in FIG. **5**;

FIG. **7** is a cross-sectional view of the stanchion element shown in FIG. **6** after the same has been mounted on the associated vehicle roof;

FIG. **8** is an elevated perspective view of another embodiment of the luggage carrier assembly of the present invention;

FIG. **9** is an exploded assembly view of one of the stanchion elements incorporated in the luggage carrier assembly shown in FIG. **8**;

FIG. **10** is an end elevational view, partially broken away, of the stanchion element shown in FIG. **9**;

FIG. **11** is a view similar to FIG. **10** and illustrates another modified method of mounting the utility bar upon the associated stanchion elements;

FIG. **12** is a slightly modified embodiment of the mounting stud incorporated in the stanchion element shown in FIGS. **9–11**;

FIG. **13** is an elevated exploded view of yet another embodiment of the luggage carrier of the present invention;

FIG. **14** is an enlarged fragmentary cross-sectional view of still another embodiment of the luggage carrier of the present invention; and

FIG. **15** is a cross-sectional view of still another embodiment of one of the stanchion elements incorporated in the luggage carrier assembly of the present invention.

DETAILED DESCRIPTION OF THE PREFERRED EMBODIMENTS

Referring now in detail to the drawings, and in particular, to FIG. **1** thereof, a luggage carrier assembly **10**, in accordance with one preferred embodiment of the present invention, is shown in operative association with an automotive vehicle **12** having a roof portion **14** defining an upper surface **16** upon which the assembly **10** is adapted to be mounted. Generally speaking, the luggage carrier assembly **10** comprises a pair of longitudinally extending, laterally spaced side rails **18** and a pair of longitudinally spaced, laterally extending crossrails or bars **20**. The rails **18**, **20** are operatively supported at

the four corners of the assembly **10** by means of a plurality of four stanchion elements, generally designated by the numeral **22**. In accordance with the present invention, the carrier assembly **10** is adapted to be selectively removable from the roof portion **14** of the vehicle **12** and be conveniently re-attached or re-mounted thereupon through the simple manipulation of a plurality of fastening elements located one within each of the stanchion elements **22**, as will hereinafter be described in detail.

Referring now to FIGS. **2** and **3**, each of the stanchion elements **22** comprises upper and lower stanchion sections **26** and **28**, respectively, which may be fabricated of the same or different materials, depending upon the particular type of application, appearance and use which is desired of the assembly **10**. For example, the lower stanchion section **28** of each of the elements **22** may be fabricated, for example, of a die-cast metal material, while the upper section **26** of each of the elements **22** may be fabricated, for example, of a molded plastic material having a different or a complementary appearance than the associated lower section **28**. Of course, various alternative materials may be used without departing from the scope or fair meaning of the present invention, as will be appreciated by those skilled in the art. Each of the upper stanchion sections **26** is provided with a longitudinally extending boss or tongue portion **30** and with a laterally inwardly extending boss or tongue portion **32**. As best seen in FIG. **2**, the tongue portions **30, 32** are adapted to be telescopically received within hollow end portions **34** and **36** of the side rails **18** and crossrails **20**, respectively, whereby to operatively support the rails **18, 20** upon the stanchion elements **22**. Suitable screws, bolts or the like may be utilized for securing the members **18, 20** to the stanchion elements **22** and be adapted to extend through aligned apertures **38, 40** in a manner well known in the art.

Each of the upper stanchion sections **26** comprises inner and outer sides **42**, longitudinally spaced end walls **44, 46** and a top wall or side **48** which is formed with a countersunk or other type of aperture **50** adapted to receive a suitable fastening element **52** for purposes to be hereinafter to be described. In a similar manner, the lower stanchion sections **28** each comprise inner and outer walls **54**, longitudinally spaced end walls **56, 58**, a bottom wall portion **60** and a top wall or side **62** defining an upwardly directed surface **64** upon which the associated of the upper stanchion sections **26** is adapted to bear. As will be appreciated by those skilled in the art, the particular shape or configuration of the upper and lower stanchion sections **26, 28** may be varied consistent with desired applications, appearance, etc., without departing from the scope of the present invention. The upper side **64** of the stanchion sections **28** is formed with a threaded bore **66** which is adapted to threadably receive the lower end of the fastening element **52** in order to fixedly secure the stanchion sections **26, 28** in a unitized assembly. The upper side **64** of each of the stanchion sections **28** is also formed with an annular recessed area **68** within which a manually engageable wheel-like member **70** is rotatably disposed. Preferably, the member **70** is of circular cross section having a diameter somewhat larger than the lateral thickness of the elements **22**, whereby outer peripheral portions of the member **70** project laterally outwardly from the opposite sides of the elements **22** to provide for convenient manual engagement and rotation of the member **70** for purposes to be hereinafter described. The central portion of the recessed area **68** is formed with an opening **72** through which the upper end of a stud-like fastening member **74** projects, with the upper end of the member **74** being secured to and rotatable concomitantly with the member **70**. The bottom wall or side **60** of each of the stanchion sections **28** is formed with a recessed area **76** which is formed with an opening **78** that is generally vertically aligned with an opening **72** and has the lower end portion of the fastening member **74** extend downwardly therethrough.

In accordance with one embodiment of the present invention, the roof **14** of the vehicle **12** is provided with four mounted devices in the form of generally rectangular mounting plates **80** at positions directly below each of the stanchion elements **22**. Each of the mounting plates **80** comprises a central portion **82** defining a threaded opening **84**, with the plates being fixedly secured, for example, to the roof **14** by suitable screws, bolts or the like **88** which extend downwardly through spaced-apart opening **86** in the mounting plates **80**, the lower ends of the screws being threadably engaged with suitable openings **90** in the roof **14** in the manner best shown in FIG. **3**.

As best seen in FIG. **3**, the luggage carrier assembly **10** of the present invention is adapted to be fixedly secured to the roof **14** by having the lower threaded ends of the fastening members **74** threadably secured within the threaded openings **84** of the mounting plates **80**, thereby providing an assembly which can be used in a conventional manner for securing luggage and the like upon the vehicle **12**. At such time as it is desired to remove the assembly **10**, for example, during periods of non-use, the plurality of wheel-like members **70** associated one with each of the stanchion elements **22** are rotated in a manner so as to threadably disengage the lower ends of the fastening members **74** from the mounting plates **80**. Upon thus detaching the members **74** from the plates **80**, the entire carrier assembly may be removed as a unit for purposes of storage, etc. At such time as it is desired to reinstall the assembly **10**, the same is merely properly oriented upon the roof **14** such that the mounting plates **80** may be nestingly received within the recessed areas **76** of each of the elements **22** and thereafter, the wheel-like members may be properly rotated to again threadably engage the lower ends of the stud-like members **74** within the threaded openings **84** of the plates **80**. It is to be noted that during such time as the assembly **10** is removed from the vehicle **12**, suitable filler screws, such as is indicated at **96** in FIG. **2**, may be threadably inserted into the openings **84** of the plates **80** to prevent road dirt, moisture and the like from accumulating therewithin, the screws **96** being removable, of course, preparatory to reinstallation of the assembly **10**. If desired, the underside of the stanchion sections **26** may be provided with a downwardly extending positioning boss adapted to be nestingly received within a suitable boss receiving opening in the top wall **62** of the associated stanchion section **28** for positively positioning the stanchion sections in their desired operative relationship once the threaded fastener members **52** are assembled.

FIG. **4** illustrates a slightly modified embodiment of the present invention wherein the stanchion elements **22**, instead of being secured to the roof **14** by the aforementioned mounting plates **80**, are secured to the roof **14** by having the lower ends of the fastening members **74** extend downwardly through suitable openings **98** in the roof **14**. Disposed within each of the openings **98** is

a suitable internally threaded riv-nut device **100** having an internally threaded bore **102** adapted to threadably receive the ends of the members **74**. As previously described, suitable filler or closure screws **104** may be temporarily installed within the bores **102** of the device **100** when the carrier assembly **10** is removed from the vehicle **12**, as indicated in FIG. *4a*. FIGS. **5–7** illustrate yet another embodiment of the present invention wherein the assembly **10** is adapted to be operatively associated with a plurality of laterally spaced parallel, longitudinally extending slats **110** that are fixedly secured to the surface **16** of the roof **14**. At least the laterally outermost of the slats **110** are formed with longitudinally extending upwardly opening grooves **112** which may be of a generally dovetail-shaped configuration or other shape suitable for slidably retaining mounting plates **114** within the grooves **112**. Specifically, each of the laterally outermost slats **110** is provided with a pair of the aforementioned mounting plates **114** so that one of such plates **114** will be associated with each of the stanchion elements **22**. The upper surface of each of the outermost slats **110** are generally horizontally shaped, as indicated at **116** and are thereby adapted to positively support the underside of the stanchion elements **22**. Each of the mounting plates **114** is formed with a suitable threaded aperture **118** adapted to threadably receive the lower end **120** of the associated fastening member **74** in essentially the same manner as was described in connection with the mounting plates **80**. In this particular embodiment of the present invention, however, at such time as the fastening members **74** are properly rotated through manipulation of the wheel-like members **70** associated therewith, the mounting plates **114** cause the stanchion elements **22** to be positively clamped to the upper surfaces of the associated slats **110**. In the event it is desired to longitudinally adjust the position of the carrier assembly **10** along the roof **14**, the compressive force due to tightening of the fastening members **74** may be relaxed so that the entire assembly **10** and mounting plates **114** associated with each of the stanchion elements **22** may be moved longitudinally along the slats **110** to some new position, after which time the wheel-like members **70** may be again rotated in order to effect proper clamping action between the mounting plates **114**, slats **110** and stanchion elements **22**. It is to be noted that the shape of the grooves **112** in the slats **110** need not necessarily be dovetail-shaped but, instead, need only be of a suitable configuration to provide for longitudinally sliding movement of the plates **114** and prevent upward movement of the plates **114** out of the grooves **112**. It should also be noted that the various interiorly or centrally located slats **110** may be of the same or of a different construction than the laterally outermost slats **110**, and where desired, such interiorly located slats may be eliminated entirely. Additionally, if desired, the various slats **110** may be provided with suitable intermediate pads fabricated of rubber, plastic, etc., to be interposed between the upper surface **16** of the roof **14** and the undersides of the associated slats **110**.

FIGS. **8–10** illustrate yet another embodiment of the present invention wherein a luggage carrier assembly **124** is shown as comprising a plurality of four stanchion elements **126** that are arranged at the laterally opposite ends of a pair of transversely extending cross or utility bars **128** which are adapted to be detachably secured to the roof of the associated vehicle **12** in a manner hereinafter to be described. As shown in FIGS. **9** and **10**, the utility bars **128** are of a generally U-shaped configuration in transverse section and define upwardly open grooves **130** by which suitable fastening means may be secured in order to attach articles such as bicycles, boats, ladders, etc., upon the bars **128**. Each of the stanchion elements **126** is provided with a central passage **132** and defines a lower or undersurface **134** which is adapted to bear upon the upper surfaces of the laterally outermost of a plurality of the aforementioned slats **110**. Disposed interiorly of each of the stanchion elements **126** and extending upwardly through the central passages **132** thereof is a generally stud-like member **136**, the lower ends **138** of each of which is adapted to be secured to a mounting plate such as the aforementioned plate **114** within the associated slat **110**. The upper end **140** of each of the members **136** extends upwardly through the central passage **132** of the associated stanchion element **126** and is adapted to threadably engage a central threaded bore **142** of a manually graspable knob of wheel-like member **144** which, when threadably advanced upon the associated fastening member **136** is adapted to engage the upper surface **146** of the associate stanchion element **126** and clampingly secure said element **126** to the upper surface **116** of the subjacent slat **110**. At such time as it is desired to effect removal of the carrier assembly **124**, the plurality of wheel-like members **144** are merely threadably disengaged from the upper ends of the fastening members **136** and the utility bars **128** and stanchion elements **126** connected to the ends thereof may be lifted upwardly off from the members **136**, whereafter the members **136** and associated mounting plates **114** may slide longitudinally of the slats **110** and be removed from the ends thereof.

In the embodiment of the present invention shown in FIGS. **8–10**, the laterally outer ends of the utility bars **128** are intended to be secured to the laterally inner sides of the adjacent stanchion elements **126**, for example, by having a suitable tongue-like member (not shown) formed on the elements **126** project into the laterally opposites of the grooves **130** in the bars **128**. FIG. **11** discloses an alternate arrangement wherein the utility bars **128** are adapted to be supported at their opposite ends by bearing on the upper surfaces **146** of the elements **126**. In this configuration, the lower sides of the utility bars are formed with suitable bars **148** which may be aligned with the bores **132** of the stanchion elements **126** and have the upper ends of the fastening members extend upwardly thereto so as to be engageable with the associated knob or wheel-like members **144**. This particular arrangement will be advantageous from the standpoint that the utility bars may extend laterally outwardly beyond the stanchion elements **126** for supporting extraordinarily wide loads, such as boats, etc.

It is to be noted that the present invention is intended to encompass not only the arrangement shown in FIGS. **8–11** wherein the wheel-like members **144** are threadably secured to the upper ends of the fastening members **136**, but also to arrangements wherein the members **136** are fixedly secured to the members **144** such that the lower ends **138** of the members **136** may be detachably threadably engaged with the openings **118** of the mounting plates **114**, as best illustrated in FIG. **12**.

A similar arrangement is shown in FIGS. **13** and **14** wherein utility bars **150** are adapted to be associated with the aforedescribed upper and lower stanchion sections **26**, **28** of the stanchion element **22**. The utility

bars **150** are provided with upwardly opening grooves **152** and the bottom or lower side of each end of the utility bars **150** is provided with a suitable bore or opening **154** which is intended to be aligned with the opening **50** formed in the upper side of the upper stanchion section **26**, whereby the aforementioned fastening element or the like **52** may extend downwardly through the openings **154, 50** and be threadably received within the threaded bore **56** of the lower stanchion section **28**. In this arrangement, the same fastening element is utilized to secure the utility bar **150** to the stanchion element **22** as is utilized for connecting the stanchion sections **26, 28**. This arrangement, of course, eliminates the need for the crossrail supporting tongues **32** and permits lateral projection of the utility bars **150** beyond the laterally outer sides of the stanchion elements **22**.

FIG. **15** illustrates still a further modified embodiment of the present invention wherein a stanchion element **160** is shown as comprising upper and lower stanchion sections **26'** and **28'** which are of essentially the same construction as the analogous components hereinafter described and identified by like numerals. The essential difference between the stanchion element **160** and the aforedescribed elements **22** resides in the fact that the lower stanchion section **28'** is provided with an annular enclosure portion **162** which is adapted to house or contain an annular wheel-like member **164**. The member **164** is retained within the enclosure portion **162** in a manner such that the member **164** is freely rotatable, yet is confined against anything greater than minor lateral or longitudinal movement with respect to the section **28'**, with the result that the member **164** is essentially rotatable but "caged" within the stanchion portion **162**. The member **164** is formed with a central threaded bore **166** which is aligned with openings **168** and **170** in the stanchion section **128** and is adapted to permit reception of the upper end **172** of a stud-like fastening member **174** such that the wheel-like member **164** can be threaded upon the end portion **172** to clampingly secure the entire stanchion element **160** upon an associated structural surface of the vehicle such as may be provided, for example, by an associated slat **110**. It will be appreciated, of course, that the member **174** could be secured by any other suitable manner to the vehicle roof without departing from the scope of the present invention and that removal and replacement of the stanchion element **160** and associated luggage constraining members, such as the side rail **18'** may be accomplished through threadably engaging and disengaging the member **164** upon the member **174**, as hereinabove described.

It will be seen that the foregoing provides a novel luggage carrier assembly which will find wide and varied application by virtue of the flexibility of mounting means with which the carrier is operatively associated. More importantly, however, the present invention will be found to be highly advantageous from the standpoint that it may be conveniently mounted and removed from an associated vehicle with a minimum amount of effort and when removed, a minimum amount of structural components remain exposed on the vehicle roof so as to not detract from the aesthetics of the vehicle. Additionally, by virture of the fact that the stanchion elements may be fabricated of different materials, a wide variety of carrier appearances can be achieved with a minimum amount of tooling required. An additional feature resides in the fact that the upper stanchion sections **26** may have the tongue portions **32** thereof modified in shape consistent with "tuning" for positioning the associated crossrails so as to achieve minimum wind noise characteristics, which adjustment can be performed without requiring retooling of any of the other portions of the carrier assembly, thus providing a significant cost savings.

While it will be apparent that the preferred embodiments of the invention disclosed are well calculated to fulfill the objects above stated, it will be appreciated that the invention is susceptible to modification, variation and change without departing from the proper scope or fair meaning of the subjoined claims.

I claim:

1. A luggage carrier assembly for an automotive vehicle or the like,

said carrier assembly comprising a pair of spaced parallel article constraining members and a pair of stanchion elements associated with each of said members,

each of said stanchion elements having spaced apart upstanding opposing side portions and a generally horizontally extending portion provided with a vertically disposed opening communicable at its lower end with cooperable mounting means attached to the vehicle upon which the assembly is mounted,

a generally vertically arranged fastening member disposed in part and movable within each of said openings and adapted for engagement with said cooperable mounting means on the vehicle,

said fastening member being vertically movable along a generally vertical axis located between the side portions of the associated stanchion element, and

a manually engageable locking member disposed adjacent said horizontal portion of each of said stanchion elements and operatively connected with the upper end of the fastening member therein, at least one of said side portions having an access opening disposed above said mounting means and below said article constraining members, each of said locking members having an outer peripheral portion projecting laterally through at least one of said access openings and outwardly beyond at least one of said side portions of the associated of said stanchion elements, whereby said peripheral portion of said locking member may be manually engaged and rotated about said axis to thereby vertically move the fastening member connected thereto between engaged and disengaged relationship with said mounting means on said vehicle for selectively securing said stanchion element and said associated article constraining member to said vehicle, and for moving the same relative to said vehicle.

2. The invention as set forth in claim **1** wherein at least one of said cooperable mounting means comprises a mounting plate associated with one of said stanchion elements and secured to said vehicle surface and adapted for detachable engagement with said fastening member.

3. The invention as set forth in claim **1** wherein at least one of said mounting means on said vehicle comprises a threaded member fixedly secured to the vehicle surface and adapted for threaded engagement with one of said fastening members.

4. The invention as set forth in claim **1** wherein said article constraining members comprise a pair of crossrails extending laterally of the associated vehicle.

5. The invention as set forth in claim 1 wherein each of said fastening members comprises a threaded lower end portion adapted for threaded engagement with said cooperable mounting means on the vehicle.

6. The invention as set forth in claim 1 wherein said manual engageable means comprises an annular member adapted to be manually grasped for effecting rotation of the associated of said fastening members.

7. The invention as set forth in claim 1 wherein said manually engageable means are fixedly secured to the upper ends of the associated of said fastening members.

8. The invention as set forth in claim 1 wherein said article constraining members comprise a pair of side rails extending longitudinally between the stanchion elements on each side of said vehicle.

9. The invention as set forth in claim 1 wherein said article constraining members comprise a pair of crossrails extending laterally of the vehicle and which include a pair of side rails extending longitudinally of the vehicle, the adjacent ends of said side rails and said crossrails being supported by said stanchion elements.

10. The invention as set forth in claim 1 wherein said stanchion elements are of a two-piece construction comprising a first section adapted to be secured upon said surface of said vehicle and a second section adapted to be secured to said first section.

11. The invention as set forth in claim 10 wherein said second section of said stanchion elements operably support said article constraining members.

12. The invention as set forth in claim 11 wherein said first sections of said stanchion elements operably support a pair of longitudinally extending side rails on said vehicle.

13. The invention as set forth in claim 10 wherein said locking members comprise rotatable wheel-like members which are recessed at least in part within said horizontal portions of said stanchion elements.

14. The invention as set forth in claim 13 wherein said fastening members comprise generally upright stud-like members having threaded lower end portions, and which include means fixedly secured to the surface of said vehicle adapted for threadable engagement with said stud-like members.

15. The invention as set forth in claim 13 wherein said wheel-like members are rotatably supported on said first stanchion sections of said stanchion elements and are freely rotatable thereon but confined or caged against relative lateral or longitudinal movement with respect to said stanchion sections.

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